

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 34 Ed 1999 Change No. 19 LAST NM 41/01

Page 129—Paragraph 71, lines 2 to 5; read:

west of Cape May Inlet. In March 2001, the midchannel controlling depth was 12.1 feet through Cape May Inlet to the inner end of the jetties; thence in April 2000, 11.7 feet to the Coast Guard large wharf on the south side of the harbor; thence in April-August 2000, 4.1 feet (6.6 feet at midchannel) to ...

(BP 173644; BPs 172400-01;

BP 172207; CL 724/00) 42/01

Page 173—Paragraph 111, line 4; read:

with a controlling depth of 1.6 feet in May 2000, extends about ...

(CL 1457/01; BP 175123)

42/01

Page 179—Paragraph 116, lines 6 to 7; read:

In August 2000, the midchannel controlling depth was 5.3 feet to Daybeacon 3, thence 10 feet to the harbor. Some supplies, fuel, and berthing are available. Repairs ...

(CL 1496/01; BP 175165; LL/01)

42/01

Page 195—Paragraph 84, line 4; read:

public landing 1.5 miles above the entrance. In August 2000, ...

(BP 175130)

42/01

Page 195—Paragraph 96, line 5; read:

controlling depth of 7.9 feet (8.9 feet at midchannel) in May 2000 ...

(BP 173268)

42/01

Page 197—Paragraph 123, lines 4 to 6; read:

of 7 to 5 feet inside the creek. In July 2000, the entrance channel had a controlling depth of 5.3 feet. There are several ...

(CL 145/01; BP 173246)

42/01

Page 230—Paragraph 60, lines 3 to 6; read:

channels. In January 2001, the controlling depths were 6.1 feet (6.5 feet at midchannel) from Chesapeake Bay and 6.0 feet (7.3 feet at midchannel) from Tangier Sound; a depth of 7.0 feet was in the anchorage basin at Tangier with lesser depths along the N and S edges.

(CL 1459/01; BPs 175126-29)

42/01

COAST PILOT 3 34 Ed 1999 Change No. 20

Page 54—Paragraphs 749 to 758; read:

(f) The draw of the Route 30 Bridge across Beach Thorofare, mile 67.2 at Atlantic City shall open on signal except that, year-round from 11 p.m. to 7 a.m. and, from November 1 through March 31 from 3 p.m. to 11 p.m., the draw need only open if at least four hours notice is given.

(g) The draw of the US40-322 (Albany Avenue) Bridge, mile 70.0 across Inside Thorofare, at Atlantic City, shall

open on signal except that:

(1) Year-round, from 11 p.m. to 7 a.m.; and from November 1 through March 31 from 3 p.m. to 11 p.m., the draw need only open if at least four hours notice is given;

(2) From June 1 through September 30:

(i) From 9 a.m. to 4 p.m. and from 6 p.m. to 9 p.m. the draw need only open on the hour and half hour; and

(ii) From 4 p.m. to 6 p.m. the draw need not open.

(h) The draw of the Dorset Avenue Bridge across Inside Thorofare, mile 72.1 at Ventnor City, shall open on signal except that from June 1 through September 30, from 9:15 a.m. to 9:15 p.m., the draw need only open at 15 and 45 minutes after the hour.

(i) The draw of the Route 52 (Ninth Street) Bridge, mile 80.4 across Beach Thorofare, at Ocean City, shall open on signal except that from Memorial Day through Labor Day from 8 a.m. to 8 p.m., the draw need only open on the hour and half hour.

(j) The draw of the Stone Harbor Boulevard Bridge, mile 102.0 across Great Channel, at Stone Harbor, shall open on signal except that:

(1) From October 1 through March 31 from 10 p.m. to 6 a.m. the draw need only open if at least eight hours notice is given.

(2) From Memorial Day through Labor Day from 6 a.m. to 6 p.m. on Saturdays, Sundays and Federal holidays, the draw need open only on the hour, 20 minutes after the hour, and 20 minutes before the hour.

(k) The draw of Cape May Canal Railroad Bridge across Cape May Canal, mile 115.1, at Cape May shall operate as follows:

(1) The draw shall be maintained in the open position; the draw may close only for the crossing of trains and maintenance of the bridge. When the draw is closed for a train crossing a bridge tender shall be present to reopen the draw after the train has cleared the bridge. When the draw is closed for maintenance a bridge tender shall be present to open the draw upon signal.

(2) Train service generally operates as follows (please contact Cape May Seashore Lines for current train schedules):

(i) Winter (generally December through March): In general, there is no train service, therefore the bridge is unmanned and placed in the full open position.

(ii) Spring (generally April through May and Fall (generally September through November): Generally weekend service only: Friday through Sunday train service starts at 10 a.m. and ends at 7:30 p.m. Monday through Thursday the bridge generally unmanned and in the open position.

(iii) Summer Service (generally June through August): Daily train service starting at 10 a.m. and ending 7:30 p.m.

(3) When a vessel approaches the drawbridge with the draw in the open position, the vessel shall give the opening signal. If no acknowledgment is received within 30 seconds, the vessel may proceed, with caution, through the open draw. When the draw is open and will be closing promptly, the drawbridge will generally signal using sound signals or radio telephone.

(4) Opening of the draw span may be delayed for ten minutes after a signal to open except as provided in (117.31(b)). However, if a train is moving toward the bridge and has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, the train may continue across the bridge and must clear the bridge interlocks as soon as possible in order to prevent unnecessary delays in the opening of the draw. (33 CFR 117.733; CL 1364/01; FR 07/31/01) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 21

Page 146—Paragraph 97, line 9; read:
destination. Depths in the traffic lane are 48 feet or more.
(NOS 12214; CL 531/01) 42/01

Page 152—Paragraph 217, lines 4 to 14; read:
Chesapeake and Delaware Canal. A light marks the Delaware River entrance to Delaware City Branch Channel. In May 1999, the controlling depth was 5 feet in the channel entrance from the Delaware River shoaling rapidly along the sides; thence in 1983, the controlling depth was 6 feet in the channel. Depths alongside the Delaware City bulkhead were 7 feet to bare in May 1999. The entrance channel at the Chesapeake and Delaware Canal end of the branch channel was reported, in July 2000, to have a depth of 7 feet; a submerged pile was reported on the west side of the channel. Mariners are cautioned to stay well inside the north and south entrance channels.
(BP 168617; NOS 12277; CL 506/01; LL/01) 42/01

Page 159—Paragraph 358; read:
The Passyunk Avenue bridge, 3.5 miles above the entrance has a bascule span with a clearance of 50 feet. (See **117.1 through 117.59 and 117.905(b)**, chapter 2, for drawbridge regulations.)
(CL 617/01) 42/01

Page 165—Paragraph 65, lines 3 to 9; read:
Delaware City. In May 1999, the controlling depth was 5 feet in the channel entrance from the Delaware River shoaling rapidly along the sides, thence in 1983, the controlling depth was 6 feet in the channel. The entrance channel at the Chesapeake and Delaware Canal end of the branch was reported, in July 2000, to have a depth of 7 feet. A submerged pile was reported on the west side of the channel. Mariners are cautioned to stay well inside the north and south entrance channels.
(BP 168617; NOS 12277; CL 506/01) 42/01

Page 168—Paragraph 19, lines 7 to 9; read:
velocity is about 0.9 knot. (See Notice to Mariners and latest editions of charts for controlling depths.) Gasoline and diesel fuel can be obtained at a yacht club on ...
(NOS 12216) 42/01

Page 168—Paragraph 20, lines 4 to 10; read:
westward to the town of **Milton**. (See the latest chart and

notice to mariners for the controlling depth in the river.)
(19/01 CG5; NOS 12216) 42/01

Page 168—Paragraph 22, lines 7 to 12; read:
Lewes and 0.5 foot at Rehoboth Beach. (See Notice to Mariners and latest editions of charts for controlling depths.) In March 1999, a sunken vessel, marked by a white light, ...
(NOS 12216) 42/01

Page 168—Paragraph 30, line 5; read:
In August 2000, the channel had a reported centerline controlling depth of 2.0 ...
(CL 633/01) 42/01

Page 176—Paragraph 38, lines 3 to 12; read:
Route in the southeasterly approach. Federal project main channel depths are 50 feet from ...
(NOS 12221) 42/01

Page 176—Paragraph 43, lines 2 to 3; read:
Baltimore (telephone: 410-342-6013, fax: 410-276-1364, telex: 87-574 MARPILOTS BALTIMORE, cable address: MARPILOT BALTIMORE). They provide service to any port in Maryland and service between Cape Henry, VA, to Baltimore. Transmit ETA 24 hours and 6 hours before arrival pilot station. Email ETA, speed, and draft to: dispatch@marylandpilots.com. The Virginia ...
(CL 320/00; CL 1551/01) 42/01

Page 178—Paragraph 92, line 4; read:
a buoy and daybeacon along its southern edge. These lights, together with one on ...
(12/01 CG5; NOS 12245) 42/01

Page 185—Paragraph 20, lines 2 to 3; read:
mouth of Nansemond River. In November 2000, the reported centerline controlling depth was 9.8 feet to Daybeacon 26; thence in 1978, 8 feet was reported to Suffolk. The channel is well ...
(CL 683/01; LL/01) 42/01

Page 188—Paragraph 83, line 1; read:
Chart 12252.-Hopewell, Mile 59W, is the site of several ...
(DOLE/01; NOS 12252) 42/01

Page 227—Paragraph 10, lines 7 to 12; read:
of Refuge, and the southerly basin as Mud Creek Basin. (See Notice to Mariners and latest editions of charts for controlling depths.)
(NOS 12224) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 22

Page 136—Paragraph 89, lines 6 to 7; read:
30-foot bascule span with a clearance of 5 feet. In July 2001, a fixed highway bridge was under construction with a design clearance of 25 feet; upon completion, it will replace the bascule bridge. The overhead power cables just upstream of the

bridge have a clearance of 60 feet.
(CL 1476/01; 27/01 CG5; CL 749/01) 42/01

Page 143—Paragraph 73, lines 2 to 3; read:
of the entrance to Delaware Bay. **Cape May Light**
(38°55'59"N., 74°57'37"W.), 165 feet above the water, is
shown from a gray tower ...
(35/01 CG5) 42/01

Page 145—Paragraph 79, lines 1 to 2; read:
Five Fathom Bank Lighted Buoy F (38°46'49"N.,
74°34'32"W.) is about 20 miles east-southeast of Cape May
Light.
(35/01 CG5; LL/01) 42/01

Page 145—Paragraph 92, line 3; read:
Five Fathom Bank Lighted Buoy F (38°46'49"N., 74°
34'32"W.) in ...
(35/01 CG5) 42/01

Page 145—Paragraph 93, lines 3 to 4; read:
Five Fathom Bank Traffic Lane Buoy FB (38°46'51"N.,
74°55'35"W.) through Cape Henlopen-Five Fathom Bank
Traffic ...
(35/01 CG5) 42/01

Page 151—Paragraph 191, line 2; read:
Point is on the southeast side of the entrance of **Nantuxent**
Cove. The point is marked by a light.
(34/01 CG5) 42/01

Page 193—Paragraph 41, lines 6 to 8; read:
above the entrance light. In January 2001, the channel
marked by a light, buoys, and daybeacons, has a reported
centerline controlling depth of 3.4 feet to the Coast Guard
basin. Local knowledge is advised.
(CL 598/01) 42/01

Page 196—Paragraph 105, line 7; read:
feet crosses the creek about 0.4 mile above the mouth. In
August 2000, the overhead cable was reported not found.
(CL 1105/01) 42/01

Page 202—Paragraph 34, line 6; read:
buoys and lights, and is easy to navigate; the channel inside
is ...
(21/01 CG5) 42/01

Page 204—Paragraph 80; read:
Leonardtown is on the north side of Breton Bay 5 miles
above the mouth.
(CL 454/01) 42/01

Page 232—Paragraph 105, line 3; read:
Williams Point, about 19 miles above the mouth; thence in
August 2000, 10 feet was reported to ...
(CL 955/01) 42/01

Page 233—Paragraph 126, lines 3 to 5; read:
side of the creek just inside the entrance. In February 2001,
the reported controlling depth was 4 feet in the channel with
4 feet alongside the wharf. A surfaced launching ramp is
available.
(CL 790/01) 42/01

Page 254—Paragraph 193, lines 5 to 7; read:
east fork of the river 3.2 miles above the mouth. In June
1999, the controlling depth was 6.7 feet (9.4 feet at midchan-
nel) to the anchorage basin, thence 9.4 feet in the basin with
lesser ...
(BPs 172542-44) 42/01

COAST PILOT 3 34 Ed 1999 Change No. 23
Page 149—Paragraph 153, lines 1 to 3; read:
In May 2001, the controlling depths were 3.9 feet off the
entrance to the jetties, thence 6.1 feet through the jetties,
thence 2.9 feet to the Mispillion River Buoy 2; thence in
1988, the centerline ...
(BPs 174701-04; LL/01) 42/01

Page 149—Paragraph 158, line 3; read:
May 2001, the controlling depth was 3.1 feet in the dredged
...
(BP 174676) 42/01

Page 152—Paragraph 208, lines 8 to 13; read:
project at the highway bascule bridge in Salem. In November
2000, the controlling depth was 13.4 feet (15.4 feet at mid-
channel) to Light 14; thence in 1999-November 2000, 12.2
feet through the landcut with 14 to 16 feet in the basin,
thence November 2000, 16.0 feet to the head of the project
near the highway bridge at Salem. Above the bridge, in
1976, the depths were 2 ...
(CL 1755/00; BPs 16898-21; CL 1862/99) 42/01

Page 204—Paragraph 63, lines 3 to 4; read:
through jetties to an anchorage basin 0.4 mile inside. In Sep-
tember 1999, the controlling depth was 1.8 feet with 6.9 to
7.9 feet in the basin. A ...
(BP 172574) 42/01

Page 229—Paragraph 49, lines 8 to 9; read:
River. In June 2000, the controlling depth in the dredged sec-
tion was 1.7 feet (4.9 feet at midchannel). The cut is subject
...
(BPs 172533-40) 42/01